

Appl. No. : 10/765,573
Filed : January 27, 2004

AMENDMENTS TO THE CLAIMS

Claims 1-12 (Cancelled)

13. (Currently Amended) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage that opens within a plenum chamber, a blow-by gas ventilation system comprising a ventilation system inlet communicating with the crankcase, a ventilation system outlet being connected to communicating with the induction inlet duct upstream of the throttle valve at a location inside of the plenum chamber and a ventilation passage connecting the ventilation system inlet and the ventilation system outlet, the ventilation system inlet being positioned lower than the ventilation system outlet.

14. (Cancelled)

15. (Previously Presented) The watercraft of Claim 13, wherein the induction system additionally comprises an air filter element, the ventilation system outlet being disposed on a side of the intake passage opposite the air filter element.

16. (Currently Amended) The watercraft of Claim 13, wherein the ~~induction system additionally comprises a plenum chamber, the at least one throttle body being is~~ disposed within the plenum chamber.

17. (Previously Presented) The watercraft of Claim 13, wherein the lubrication system additionally comprises a lubricant reservoir, a second ventilation system inlet communicating with the reservoir and wherein the ventilation passage comprises a first portion and a second portion, the first portion of the ventilation passage connecting the ventilation system inlet to the ventilation system outlet and the second portion of the ventilation passage connecting the second ventilation system inlet to the first portion of the ventilation passage.

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18. (Original) The watercraft of Claim 17, wherein the engine additionally comprises a cylinder head assembly, an overflow passage connecting the cylinder head of the engine to the reservoir.

19. (Previously Presented) The watercraft of Claim 13, additionally comprising an oil separation chamber in communication with the ventilation passage and disposed intermediate the ventilation system inlet and the ventilation system outlet.

20. (Currently Amended) The watercraft of Claim 19, wherein ~~the induction system~~ additionally comprises a plenum chamber, the oil separation chamber being is disposed within the plenum chamber.

Claims 21-23 (Cancelled)

24. (Previously Presented) A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, the induction system comprising at least one throttle body having a throttle valve and an induction system inlet duct connected to the at least one throttle body, the throttle body and induction system inlet duct at least partially defining an intake passage, the induction system inlet duct comprising an upstream end, the upstream end of the induction system inlet duct being positioned within the plenum chamber, a blow-by gas ventilation system comprising a ventilation system inlet communicating with the crankcase, a ventilation system outlet communicating with the intake passage upstream of the throttle valve and downstream of the upstream end of the induction system inlet duct, and a ventilation passage connecting the ventilation system inlet and the ventilation system outlet.

25. (Previously Presented) The watercraft of Claim 24, wherein the ventilation system outlet directly communicates with the induction system inlet duct.

26. (Previously Presented) The watercraft of Claim 24, wherein the induction system additionally comprises an air filter element, the ventilation system outlet being disposed on a side of the intake passage opposite the air filter element.

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27. (Previously Presented) The watercraft of Claim 24, wherein the at least one throttle body also is disposed within the plenum chamber.

28. (Previously Presented) The watercraft of Claim 24, wherein the lubrication system additionally comprises a lubricant reservoir, a second ventilation system inlet communicating with the reservoir and wherein the ventilation passage comprises a first portion and a second portion, the first portion of the ventilation passage connecting the ventilation system inlet to the ventilation system outlet and the second portion of the ventilation passage connecting the second ventilation system inlet to the first portion of the ventilation passage.

29. (Previously Presented) The watercraft of Claim 28, wherein the engine additionally comprises a cylinder head assembly, an overflow passage connecting the cylinder head of the engine to the reservoir.

30. (Previously Presented) The watercraft of Claim 24, additionally comprising an oil separation chamber in communication with the ventilation passage and disposed intermediate the ventilation system inlet and the ventilation system outlet.

31. (Previously Presented) The watercraft of Claim 30, wherein the oil separation chamber also is disposed within the plenum chamber.

32. (Previously Presented) The watercraft of Claim 13, wherein the induction system inlet duct comprises a funnel-shaped portion and the ventilation system outlet communicates with the induction system inlet duct between the funnel-shaped portion and the at least one throttle body.

33. (Previously Presented) The watercraft of Claim 24, wherein the induction system inlet duct comprises a funnel-shaped portion and the ventilation system outlet communicates with the induction system inlet duct between the funnel-shaped portion and the at least one throttle body.

34. (New) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the

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combustion chamber for combustion therein, the induction system comprising a plenum chamber, at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the at least one throttle body being disposed within the plenum chamber, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising a ventilation system inlet communicating with the crankcase, a ventilation system outlet communicating with the induction inlet duct upstream of the throttle valve and a ventilation passage connecting the ventilation system inlet and the ventilation system outlet, the ventilation system inlet being positioned lower than the ventilation system outlet.

35. (New) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, the lubrication system comprising a lubricant reservoir, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising a first ventilation system inlet communicating with the crankcase and a second ventilation system inlet communicating with the lubricant reservoir, a ventilation system outlet communicating with the induction inlet duct upstream of the throttle valve, a ventilation passage connecting the first and second ventilation system inlets and the ventilation system outlet, the ventilation passage comprising a first portion and a second portion, the first portion of the ventilation passage connecting the first ventilation system inlet to the ventilation system outlet and the second portion of the ventilation passage connecting the second ventilation system inlet to the first portion of the ventilation passage, and the first ventilation system inlet being positioned lower than the ventilation system outlet.

36. (New) The watercraft of Claim 35, wherein the engine additionally comprises a cylinder head assembly and an overflow passage connecting the cylinder head of the engine to the lubricant reservoir.

37. (New) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising a ventilation system inlet communicating with the crankcase, a ventilation system outlet communicating with the induction inlet duct upstream of the throttle valve and a ventilation passage connecting the ventilation system inlet and the ventilation system outlet, an oil separation chamber in communication with the ventilation passage and disposed intermediate the ventilation system inlet and the ventilation system outlet, the oil separation chamber also being disposed within the plenum chamber, the ventilation system inlet being positioned lower than the ventilation system outlet.

38. (New) A watercraft comprising a hull defining an engine compartment, a seat being positioned generally over at least a portion of said engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a funnel-shaped portion, at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising a ventilation system inlet communicating with the crankcase, a ventilation system outlet communicating with the induction system inlet duct between the funnel-shaped portion and the at least one throttle body, a ventilation passage connecting the ventilation system inlet and the ventilation system outlet, an oil separation chamber being in communication with the ventilation passage and being disposed intermediate

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the ventilation system inlet and the ventilation system outlet, and the ventilation system inlet being positioned lower than the ventilation system outlet.